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## Malcolm Bulpitt notes the End of an Era...


**H**ow long is an era? Do twelve and a half years count? For that is the time I have been editing *Swiss Express*. Writing this I realise that in 'employment' terms it has been my second-longest spell at one organisation. As an engineer dealing with transportation safety issues life was often peripatetic, with short notice requirements to travel to problem locations, so in my first few years as editor, the magazine was often put together in places like airport lounges. Knowing that thanks to the Internet there was always something one could do with 'gained time', helped when suffering flight delays at numerous airports, or perhaps profitably using evenings confined to hotel lounges in sub-arctic Canada when it was -30c outside. Over my fifty issues *Swiss Express* has moved-on from the 40 page A5 magazines, expertly put together with little outside assistance by David Stevenson, to our current 48 page A4 production. This resulting 150% increase in editorial content has only been possible due to my-being helped all the way down the line by a dedicated team, whom I have probably insufficiently thanked in my final editorial. In practice the magazine only exists due to members' input. The editors have never been in a position to commission articles, and in my time we have always tried to print what has been sent in, or we have explained to contributors why this may not have been possible.

*Swiss Express* has always had the selection of articles contained in it because they were those received in the run-up to our editorial meetings. Sometimes we have been spoilt for choice, other times there has been a drought of input. I am aware that recently there has been a dearth of technical or motive power articles, and this has apparently concerned a few. Had more such articles been contributed then we would have put more of them in the magazine. I can only assume that we may not have potential contributors with the depth of technical expertise that our membership once had. This begs the question that the whole emphasis of our membership may have shifted from what it used to be, and that subsequently the content of the magazine has inevitably moved along with this. Having been a member since 1982 I have sensed these changes over the years. Swiss railways are a totally different animal to what they were 36 years ago, and different aspects of the Swiss transport scene probably now appeal to a different audience, hence I make no excuse for having introduced some articles that earlier editors may not have considered using. *Swiss Express* is now a broader-based publication in which we have tried to cover a multiplicity of members' interests. Perhaps this is the key to the magazine, and the Society's continued existence. Change is in the air generally in the future, so your magazine may well move in different directions again as nothing stands still. I wish my successors well in their task.


## ...and Tony Bagwell writes...

I have had the privilege of being the Photo Editor for *Swiss Express* since the September 2007 edition and the time has now come to hand over to someone new. I have thoroughly enjoyed my time in the post (apart from enduring the traffic on my quarterly journeys from Taunton to Upton-upon-Severn up the ever busier M5 for our Editorial meetings) and during that period I have had contact with many of you via emails, post, the occasional phone call etc. I would like to take this opportunity to thank all of you who have sent in photos, either for articles or just for general use, and particularly those of you who have also supplied suitable captions to go with your images. The hardest job I have had during my time has been to think up suitable captions when images have come in with little or no text detail. Without your support by submitting pictures, the magazine (probably the main – or even only – contact the majority of our members have with the Society) would be a far poorer publication.

I would like to apologise if any of you were expecting to see one of your images in the 2019 calendar as I may have intimated in replying to any of your picture submissions during the last year. The small group charged with preparing the calendar had different ideas about its content, so many of my suggested selection did not make it. I am sorry about any disappointment this may have caused.

Finally I wish my successor all the best. Please keep sending your images in to *Swiss Express* (as full size files - not reduced size) to [photographs@swissrailsoc.org.uk](mailto:photographs@swissrailsoc.org.uk) to keep the magazine up to the high standard I think the whole editorial team has achieved over their tenure. I hope to be at the AGM this year so please do find me and make yourself known – it would be good to put a face to a name whilst Bryan Stone has the last word on P44. 

### Where's Heidi

**Question.** Outside which station would you find this typical piece of Swiss sculpture? *Answer on P44.* 






## And finally...




### Bryan Stone recalls ten years as Swiss News Editor

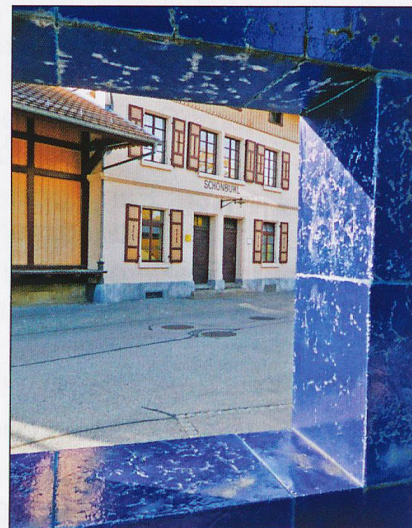
It started by accident. My background was Longmoor Military Railway and BR (Eastern), until I was appointed in January 1969 to work in Basel for Intercontainer, the European railways' new container operation. I had discovered Swiss railways already in the 1950s, on family holidays. Now, I could work on rail freight, (also all over the world, although Intercontainer was wound up after 25 years), care for a family, and for 50 years and more, enjoy Swiss trains. Shortly after my first wife died, the Verkehrshaus, of which I am still a Patron, invited me to lead a study group to York, to the National Railway Museum. There the Swiss Railways Society was part of the welcome. I offered my help to the SRS. The result was some forty or more 'Swiss News' and at least as many articles, via my mentor and friend Malcolm Bulpitt. Now, a long-retired Swiss citizen, in my village near Basel, I have to stop. Stop? Well, not quite. The fascination, the

passion for history, for technical and social issues is as real as ever. My library supports failing memory. An occasional article is not excluded. But I will escape the deadlines.

It has been a particular pleasure to serve the Society and the many devoted and well-informed members, longstanding and new. Their love of Swiss railways is much more than engines or viaducts. It is almost always combined with love of Switzerland, its scenery of course, but also its ways, institutions and background. My contributions raised many echoes (mostly encouraging). Our ideals met, for this is my life, and it is, of course, why my railways are what they are. Societies do not stand still; members will always bring new interests. At 80 years old, I cannot always be out and about, and many friends have already gone before. If, as it will, the SRS is to flourish in future, it will encourage new insights, new friendships and new perspectives, which build on our past efforts. Malcolm Bulpitt has brought the journal to a high standard; the challenge is to keep it up. But you will; and the railways of Switzerland will still justify many a long hour on country stations and at busy junctions. I thank you all for your loyalty. 

### Where's Heidi?

**Answer.** It's outside Schönbrühl SBB station on the line between Bern to Burgdorf. 



## SWISS RAILWAYS SOCIETY (CLBG) ANNUAL GENERAL MEETING 2019

Notice is hereby given that the Annual General Meeting of the Swiss Railways Society (CLBG) will be held in the Hallmark Hotel, Derby on Saturday 13th April 2019.

### NOMINATIONS FOR DIRECTORS

Directors who hold the following positions on the Board of Directors have completed their three-year term of office and the posts are available for re-election. Treasurer (3-years), Editor (3-years), one other Director and Board Member (3 years).

Nominations are invited for these three directorships and nomination forms are available from the Company Secretary: Martin Fisher, 15 The Boulevard, Middle Deepdale, Scarborough, North Yorkshire YO11 3EX, or by email at [Secretary@SwissRailSoc.org.uk](mailto:Secretary@SwissRailSoc.org.uk). Completed forms must reach the Secretary no later than Saturday 30th March 2019. Should anyone require information about becoming a Director and the associated responsibilities they should contact the Company Secretary.

It is important to note that all nominees AND their proposers and seconders MUST have paid their subscriptions for 2019 PRIOR to signing the nomination form. Failure to do so will render the nomination form invalid. Members are advised that a list of nominees and a copy of any accompanying statement they may have made to support their nomination, will be supplied by the Company Secretary on receipt of an application by post with an SAE, or by email, at the above addresses.

Any application for a postal vote must be accompanied by an SAE and will be sent out by post only to the named addressee, who must be a member of the Society at the time of application. The application must reach the Company Secretary by Saturday 6th April 2019. Completed ballot papers must reach the Secretary no later than the start of the AGM meeting on Saturday 13th April 2019.